

Commonwealth of Massachusetts

Executive Office of Environmental Affairs ■ MEPA Office

ENF

Environmental Notification Form

<i>For Office Use Only</i> <i>Executive Office of Environmental Affairs</i>	
EOEA No.:	12940
MEPA Analyst:	Deirdre Buckley
Phone: 617-626-	1044

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Winthrop Ferry Project		
Street: Shirley Street		
Municipality: Winthrop	Watershed: Boston Harbor	
Universal Transverse Mercator Coordinates: 19 03 37582E 4692157N	Latitude: 42° 2' 00" Longitude: 70° 58' 20"	
Estimated commencement date: 9/03	Estimated completion date: 5/04	
Approximate cost: \$2.5 million	Status of project design: 35 %complete	
Proponent: Town of Winthrop		
Street: 1 Metcalf Square		
Municipality: Winthrop	State: MA	Zip Code: 02152
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Martha Craig Rheinhardt		
Firm/Agency: Vine Associates, Inc.	Street: 18 Beach St., P.O. Box 555	
Municipality: Monument Beach	State: MA	Zip Code: 02553
Phone: 508-743-0390	Fax: 508-743-0391	E-mail: mrheinhardt@vineassociates.net

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No
- Has this project been filed with MEPA before?
 Yes (EOEA No. _____) No
- Has any project on this site been filed with MEPA before?
 Yes (EOEA No. _____) No
- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
- a Single EIR? (see 301 CMR 11.06(8)) Yes No
 - a Special Review Procedure? (see 301CMR 11.09) Yes No
 - a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No
 - a Phase I Waiver? (see 301 CMR 11.11) Yes No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): Funding from EOTC and ADAP-UDAG.

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify _____) No

List Local or Federal Permits and Approvals:
local Order of Conditions; U.S.A.C.O.E Permit

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- | | | |
|---------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input checked="" type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input type="checkbox"/> ACEC | <input type="checkbox"/> Regulations | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input checked="" type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input type="checkbox"/> Other Permits <i>(including Legislative Approvals) – Specify:</i>
Total site acreage	3.12			
New acres of land altered		0		
Acres of impervious area	2.2	.3	2.5	
Square feet of new bordering vegetated wetlands alteration		0		
Square feet of new other wetland alteration		46 SF (piles) 5820 SF (shading)		
Acres of new non-water dependent use of tidelands or waterways		0		
STRUCTURES				
Gross square footage	0	2550 SF	2550 SF	
Number of housing units	0	0	0	
Maximum height (in feet)	0	25	25	
TRANSPORTATION				
Vehicle trips per day	<50	266	316	
Parking spaces	137	55	192	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	0	200	200	
GPD water withdrawal	0	200	200	
GPD wastewater generation/ treatment	0	200	200	
Length of water/sewer mains (in miles)	0/0	0.09/0.09	0.09/0.09	

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

Yes (Specify _____) No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

Yes (Specify _____) No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify _____) No

HISTORICAL /ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify _____) No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify _____) No

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify _____) No

PROJECT DESCRIPTION: The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (You may attach one additional page, if necessary.)

The proposed project is the construction of a commuter ferry terminal at an existing public boat ramp facility at the Town Landing off of Shirley Street in Winthrop, Massachusetts. The approximately three-acre property includes a state Public Access Board boat ramp, but no pier or other direct access structure for ferry vessel access. A parking area provides access to Boston Harbor for recreational and small commercial boats. As currently configured, the facility provides 87 boat trailer spaces and 50 automobile parking spaces. The site is a filled pier located on filled tidelands, constructed from materials dredged from adjacent areas of the harbor in order to construct the public boat launch facility. The site measures approximately 340 by 400 feet. The shorelines are comprised of sloped stone revetments.

Waterside improvements for the proposed ferry service facility include the construction of a pier structure with accompanying gangways and floats, which extend to water deep enough to accommodate a ferry vessel. A 160-foot long by 16-foot-wide pile-supported timber pier will be constructed. While vehicle access is not proposed, the pier will be capable of light emergency vehicle loads. The pier will be provided with a handrail and be equipped with electrical and water utilities and lighting. The pier is proposed to terminate in a 24-foot by 24-foot head area, which will help alleviate congestion during times of boarding. In addition, this type of area can be provided with benches and used as a viewing platform. From the pier, two 45-foot long gangways provide connection to the ramps and platforms on the float. This ramp provides the required handicap access during both low and high tides, similar to other sites around Boston Harbor. A 30-foot by 75-foot float and a 12-foot by 60-foot float are proposed for vessel docking and passenger loading and unloading. A 24-inch wide detectable warning strip will be required along all edges of the float and platforms which do not have handrailings. The facility will be entirely handicap accessible.

Planned landside improvements include a new building to house a passenger waiting area, harbormaster's office, and public restrooms. Water and electricity will be extended to both the building and the pier from existing town

facilities. Sewer will be extended to the building. Traffic circulation in and out of the parking lot will be improved by the installation of a second curb cut off Shirley Street. The parking lot will also be re-surfaced, re-striped, and landscaped. The interior paved area of the parking lot will also be expanded somewhat along Shirley Street. Development of a ferry terminal will enhance public access to the waterfront and use of the harbor, together with providing opportunities for enhancement of the adjacent Shirley Street commercial district and surrounding residential neighborhoods.

Resource areas within the project site include Land Under the Ocean, Coastal Beach, Land Containing Shellfish and Land Subject to Coastal Storm Flowage. The Coastal Bank has been replaced by an existing stone revetment. Areas of Salt Marsh exist adjacent to the project site, but are outside the area of any proposed work.

A small area of LUO would be impacted by the installation of piles for the proposed pier. Approximately four (4) 24-inch diameter and four (4) 16-inch diameter steel piles will be installed in LUO, displacing approximately 18 SF of bottom. Approximately 3900 SF of LUO would be shaded by the pier. No significant changes to water circulation are expected from the construction of the pier. Since this area is fairly deep and no eelgrass is present, there should be no significant adverse effects on the resource area due to the construction of the pier.

A small area of Coastal Beach would be impacted by the installation of piles for the proposed pier. Approximately thirty-six (36) 12-inch diameter timber piles will be installed in the Coastal Beach, displacing approximately 28 SF. Approximately 1920 SF of Coastal Beach would be shaded by the pier. However, the pier will be high enough to allow plenty of sunlight to infiltrate and should have no significant adverse effects on the resource area.

The assessment of potential sites included a review of all possible sites within the Town. The following seven locations were assessed: (1) Future Post Office/Pleasant Park/Atlantis Marina; (2) Cottage Park Yacht Club; (3) Elks; (4) RR Trestle/"Pier"; (5) Crystal Cove Marina; (6) Public Landing/Public Access Board; (7) Deer Island. Each of these sites were reviewed based on the following criteria: (1) Location; (2) Landside Access; (3) Waterside Access; (4) Parking Availability; (5) Potential to Serve as Economic Development Catalyst; and (6) Site Availability.

Several alternative locations for the pier and floats were considered at this site. The criteria considered in the development of alternative locations include the following: the location has to be operationally efficient for ease of use by the ferry vessel operators; the location has to be operationally efficient for ease of use by the passengers, and by vehicles dropping off passengers; the location should minimize negative impact on the adjacent boat ramp operations; the orientation of the float should minimize loads and movement due to wind and waves; a minimum float draft of 4 feet is needed; the float, ramps and gangways have to be handicap accessible and meet ADA guidelines; and the configuration has to be cost-effective. The approximately North – South orientation of the float is preferred for two reasons. First, the orientation of the float into the direction of the largest waves is preferred so to reduce pitch and roll of the float due to wave motion. Second, the float orientation parallel to the Federal Channel is thought to be the most efficient for side loading vessels.

A more detailed description is contained in Attachment 3: Project Narrative.